BART Electric Vehicle Charging Policy

Vision:

The San Francisco Bay Area Rapid Transit District (BART) plays a critical role in reducing the environmental footprint of the Bay Area's transportation sector by providing an alternative to driving that is affordable, accessible, convenient, and environmentally friendly. BART owns and manages more vehicle parking than any other rail operator in California, which creates an opportunity to support electric vehicles (EVs) through charging infrastructure at BART locations. This BART Electric Vehicle Charging Policy is designed to guide BART's EV charging activities to advance environmental goals, support equitable EV adoption, encourage BART ridership, and maintain BART's role as a transit leader.

Goals:

1. **Greener and Healthier Communities:** Advance federal, state, regional, and local greenhouse gas (GHG) and pollution-reduction goals.
    a. Advance BART's Board adopted policies, including the Sustainability Policy and the Station Access Policy Performance Measures, by supporting the public adoption of electric vehicles, which have fewer GHG emissions and pollutants than standard internal combustion engine vehicles.
    b. Support federal and state goals for zero emission vehicle (ZEV) adoption, ~~ and~~ charging infrastructure installation, and clean energy integration.
    c. ~~In concert with BART's Transit-Oriented Development Program, p~~Provide electric vehicle charging stations at BART locations to support EV adoption and fleet electrification, when feasible and as funding and the physical layout allow. Coordinate with BART's Transit-Oriented Development (TOD) Program on EV charging station installation locations to ensure EV charging stations will not conflict with future TOD.
2. **Equitable Access:** Deploy and structure EV charging access options equitably.
    a. Ensure EV charging stations are deployed equitably.
    b. Design program to consider and address restrictions unique to populations with lower usage and access to EV charging.
    c. Develop metrics with aim to measure equitable EV charger use.
3. **Intelligent and Scalable Operations:** Invest in EV charging operations that cost-effectively support access for EV drivers and can scale to support future growth.
    a. Pursue external funding and partnerships to reduce direct present and future costs to the District for installation, operations, and maintenance.
    b. Make sites EV ready when installing EV service equipment or remodeling parking facilities to support future expansion. EV service equipment will be added as EV adoption increases.

Strategies

1. **Provide Access for All at Passenger Parking Locations**
    a. Manage EV service equipment in locations ~~that~~ to ensure EV spaces are prioritized for those actively charging. Specific strategies will be station dependent.
    b. Implement delivery model that strives for affordable pricing to end-users comparable to residential EV charging rates.
    c. Explore payment options that do not require users to have a credit card or bank account.
    d. Allow charging at all times, including overnight and on weekends.
    e. Include EV service equipment as a transit amenity under Title VI.

2. **Define Technical Requirements**
    a. Develop and add EV service equipment design requirements to BART Facility Standards, including for new construction. Require relevant industry standard for hardware interoperability to ensure flexibility.
    b. Include accessibility requirements based on Federal and California Building Code requirements, which account for best practices.

3. **Form Partnerships**
    a. Work with partners to encourage EV service equipment installations and maintenance contracts that include workforce development and/or job training.
    b. Work with other agencies to advertise affordable, accessible EV charging at BART station parking facilities.
    c. Consistent with the BART Station Access Policy Investment framework, leverage third-party partnerships where possible to minimize District contributions.